

# CHAPTER 4

## TUFTONBORO'S INFRASTRUCTURE: FACILITIES, ROADS AND SERVICES

Tuftonboro residents and visitors rely on publicly-funded roads, facilities and services that benefit the entire community. The available facilities and services reflect local needs and priorities, and the capacity to pay for them. Most of the town's infrastructure – including town government and services – are paid for through property taxes which are the primary source of revenue for New Hampshire communities.

Property taxes and development pressure were identified as two of the most important issues facing Tuftonboro in the next ten years. Communities plan to take stock of existing facilities and services; to evaluate their effectiveness; anticipate future demands; and to assess whether those demands can be met efficiently. The purpose of this chapter is to identify the condition of existing infrastructure, facilities and services, and improvements needed to support anticipated types and rates of growth.

### 2005 Community Attitude Survey

Most important issues facing Tuftonboro in the next ten years:

- |    |                         |     |
|----|-------------------------|-----|
| 1. | Development pressure    | 77% |
| 2. | Property taxes          | 63% |
| 3. | Loss of rural character | 61% |

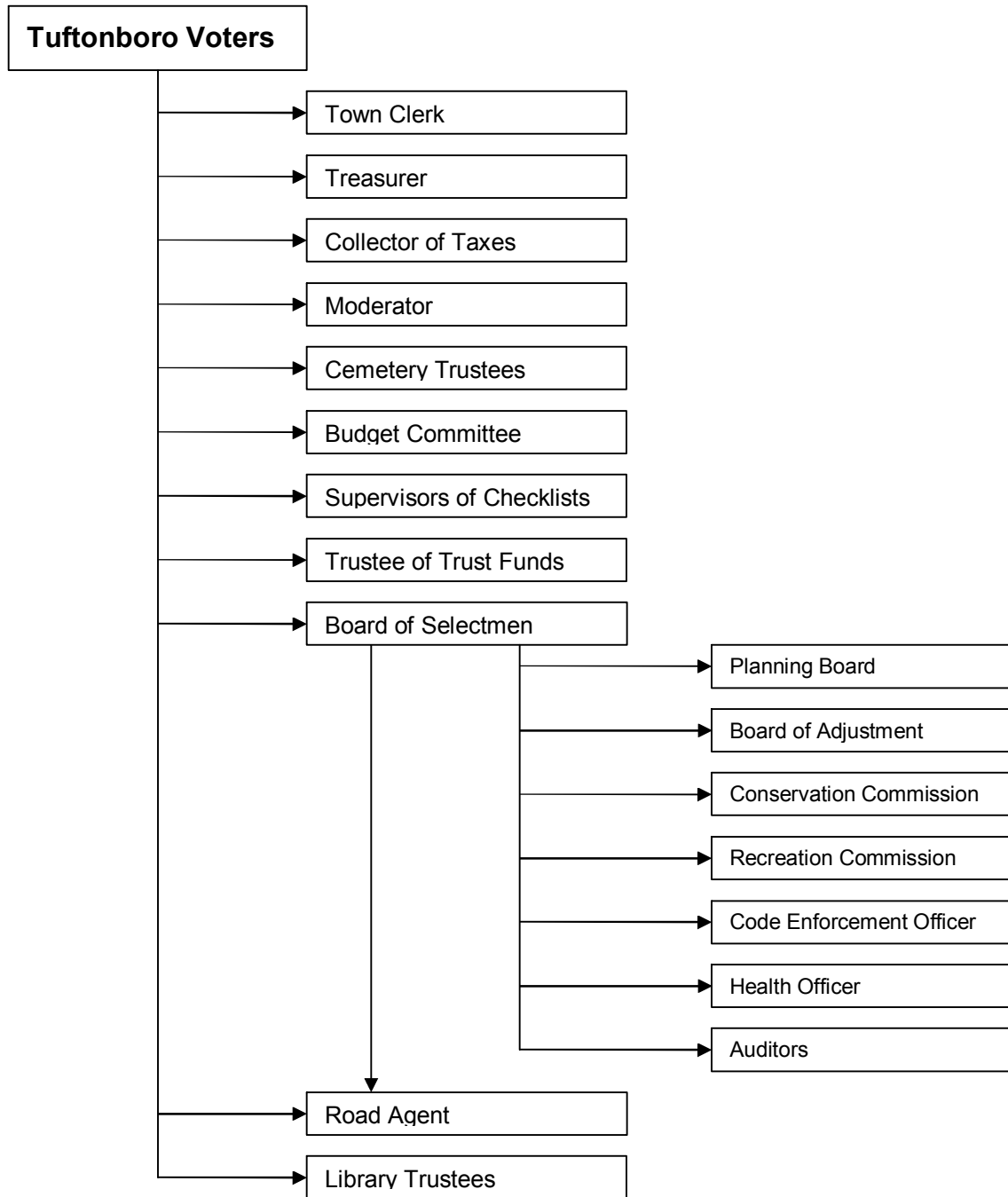
### 4.1 TOWN GOVERNMENT

At Town Meeting in March, Tuftonboro voters decide the major business of the town. They elect officers, vote on an annual budget and act on other issues that come before them. Officer elections, zoning changes and other warrant articles are voted on by ballot at the polls. Other business, including the budget, is conducted “from the floor,” generally during an evening meeting.

Tuftonboro is governed by an elected, three-member board of selectmen and is administered on a daily basis by a number of local officials which include the Selectmen's administrative assistant, Town Clerk, Tax Collector, and several other elected or appointed officials and boards (see Figure 4.1). The Selectmen and their administration are charged with the funding and maintenance of public roads, buildings and other infrastructure, and are responsible for administering a wide variety of public programs and services. The town employs a limited number of staff to conduct its business and, in the New Hampshire tradition, also relies heavily on the services of many dedicated, civic-minded volunteers. Tuftonboro has had and continues to have many civic-minded citizens whose volunteer efforts have enhanced the quality of life in Tuftonboro.

Tuftonboro's elementary school has been recognized for its citizen volunteer services several times in recent years.

**Figure 4.1 Town of Tuftonboro Government Structure**



## 4.2 TOWN FACILITIES

Tuftonboro owns and operates a number of facilities that provide services to the community (see Table 4.1 and Infrastructure Map 4-1). Some facilities such as the Town House, Highway Garage, Tractor Shed and Transfer Station reflect current needs and will adequately support the town's needs in the next decade. Other facilities need improvements or will need improvements within the decade.

Table 4.1 Town Properties		
<i>Property</i>	<i>Established</i>	<i>Size</i>
Piper House, Town Office/Police Station	1996	3 acres
Town House	1819	1 ½ acres
Library	1970	about an acre
Melvin Village Fire Station	1965	1/3 acre
Mirror Lake Fire Station	ca 1960	1/3 acre
Highway Garage	ca 1995	27 acres
Tractor Shed (at Tuftonboro Corner)	ca 1965	2,500 square feet
Transfer Station	1998	18 acres

Source: Town Report & Tax Records 2006

### 4.2.1 Town Offices

The administrative headquarters of Tuftonboro are based in the Piper House on Middle Road (Route 109A) in Center Tuftonboro. The facility was opened in 1998 and includes the Police Station. A secure vault houses the town's land records and other vital information. Offices and meeting space are available and meet the current needs. The Police Station space, although adequate for 2006, will need expansion in the near future.

### 4.2.2 Town House

The Town House is a 1,670 square foot building built in the early 1800s. In the recent past, the building served as town offices and Town Meeting space. With the construction of the Town Office and the need for a larger space for the annual Town Meeting (now held at Tuftonboro Central School), the Town House currently serves as a meeting house as well as the town polling place. Recent renovations include improved accessibility and new bathrooms. The beautiful 200+ year old building is a testament to the town's commitment to preservation.

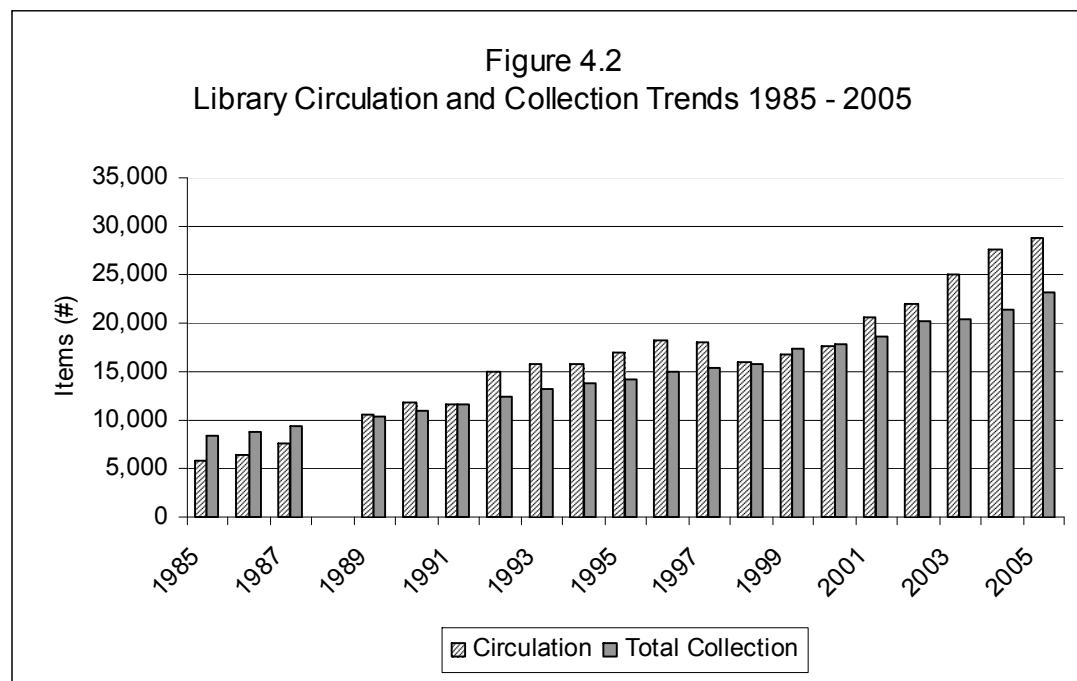


### 4.2.3 Tuftonboro Free Library

In 1837 Samuel Leavitt, a Center Tuftonboro storekeeper, bequeathed \$300 to Tuftonboro, provided the town would raise an additional \$300, to establish "a library of good and useful books, to which all the inhabitants of said town may have access." In 1839, the town raised the matching funds and thus established one of the earliest public libraries in the state. The Tuftonboro Free Library was opened and dedicated on December 12, 1970. It is located adjacent to the Tuftonboro Central School. The one-story, gable-roofed brick building, Colonial Revival in style was expanded in the 1980s. Figure 4.2 shows the twenty-year trend of steady increases in circulation and library collections. Close to 30,000 items circulated through the library in 2005 which is about a six-fold increase since 1985 when 5,000 units circulated. The library has a total of 2,919 registered patrons and was open 250 days in 2005.

#### 2005 Community Survey

The library topped the list of town facilities and services rated excellent by respondents. More than half of the survey respondents support an addition to the library and another 27% are not sure.



Source: Tuftonboro Town Reports 1985 – 2005, 1988 data not available

Given the growing collections, the increased number of items circulating annually and the nearly 3,000 registered users of the library, the Library Trustees have been exploring ways to expand the existing space to better meet the needs of the community. The March 2006 Town Meeting appropriated \$100,000 to begin preliminary site work and design of the library expansion.

### 4.3 TRANSPORTATION

Tuftonboro's transportation network has evolved over the centuries, from footpaths and carriage roads through the woods and canoe routes on the lakes and rivers, to the much improved roads of today, designed mainly for vehicular safety and speed. Historically, roads were one of the first public investments to be paid for through local taxes. Ensuring residents can safely get from place to place continues to be an important function of today's government. In the 2005 Community Attitude Survey, Tuftonboro residents expressed their approval for the town's road and maintenance programs. Almost 70% of survey respondents felt the road system was adequate or excellent. Routes 171, 109 and 109A are New Hampshire highways which present different access, maintenance and traffic issues that are also important to local development.

Making opportunities for people to enjoy Tuftonboro's many resources on foot, horseback, skis, bicycles, snowmobiles and by boat is increasingly the job of the town and local recreation groups. This portion of Chapter 4 presents a discussion of the town's transportation network: roads, public transit, bicycle and pedestrian routes.

#### 4.3.1 Roads

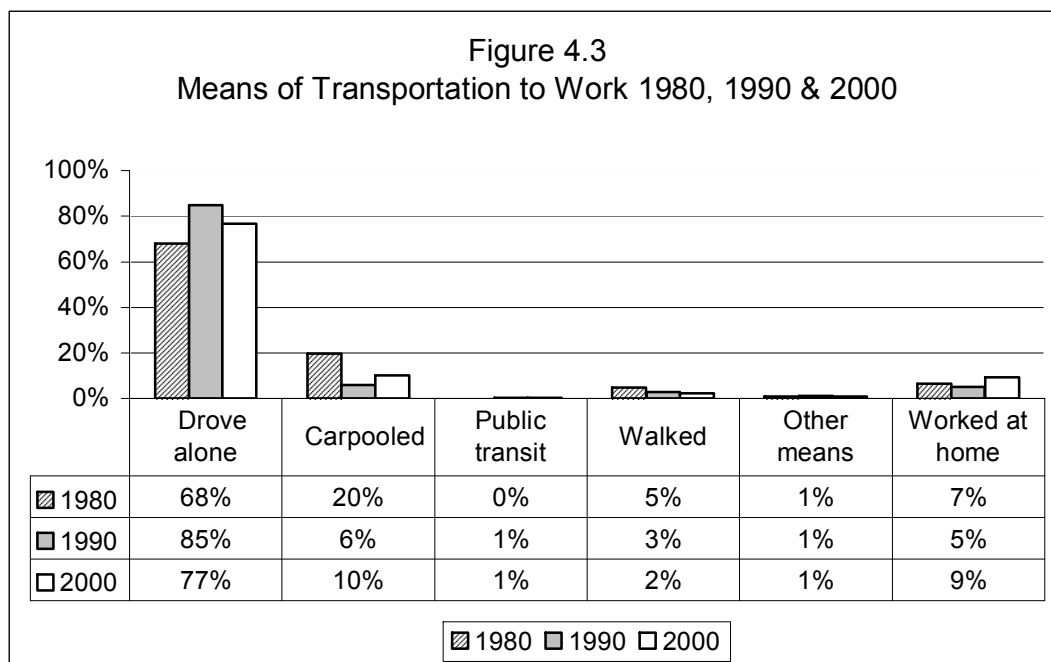
There are 55 miles of roads in Tuftonboro, including more than 19 miles of state highway (Routes 171, 109 and 109A), over 33 miles of regularly maintained town highways (Class V), and more than 2 miles of town highway that are not regularly maintained (Class VI). There are also, as shown on town highway maps, public rights-of-way that provide limited access to adjoining properties and private roads.

Table 4.2 Simplified Functional Road Classification System for Tuftonboro			
<i>Road Class</i>	<i>Description/Functional Class</i>	<i>Mileage</i>	<i>Surface Type</i>
Primary – Class I	State highway, maintained by state [Rte 171]; minor arterial – carries mostly through traffic, some local traffic	7.61	Paved
Secondary – Class II	State numbered town highway connecting towns [Rte 109A & 109]; major & minor collectors – carries through traffic	11.53	Paved
Rural Roads – Class V	Town roads intended to carry local traffic	33.25	Paved, gravel & graded dirt
Rural Roads – Class VI	Town road; not maintained for year-round use [sections of North Line & Willand Roads, Piper, Sandy Knoll, Snadstrom Roads and others] – local road for seasonal or recreational use	> 2.0	Dirt

Source: NH DOT Classified Road Mileage, January 2001

### 4.3.2 Commuting Patterns

Like most rural places in the United States, automobiles are the dominant mode of transportation in New Hampshire. Compared with the 1980s, more Tuftonboro residents in 2000 were driving alone to work, carpooling less and working more at home. These trends have more than likely changed with the recent increases in the cost of fuel (August 2006 costs \$2.89/gallon). Relative to the rest of the state, more people in Tuftonboro are likely to work at home (9% vs. 4%), and less likely to drive alone to work (77% vs. 82%). The same percentage of New Hampshire and Tuftonboro residents' carpool (10%) to work.



Source: US Census 1980, 1990 & 2000

In 2000, Tuftonboro residents spent five minutes more traveling to work than the state commuter (30 minutes vs. 25 minutes). The average commute time for Carroll County residents was 26 minutes. It has been shown that every 10 minutes of commuting reduces social capital by 10%<sup>1</sup>. Social capital is the collective value of all social networks, including volunteerism (i.e., fire department, town boards, library trustees, PTA), club activities, dining with friends, attending Little League games, etc.

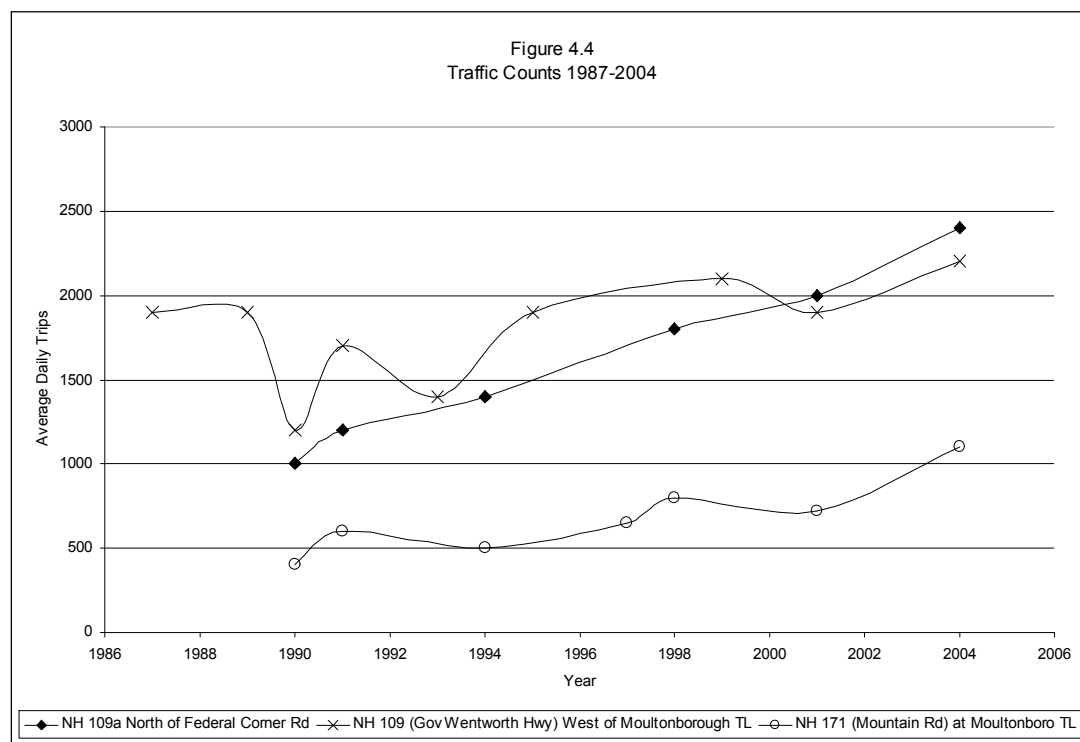
<sup>1</sup> Robert D. Putnam. *Bowling Alone: The Collapse and Revival of American Community* (New York: Simon & Schuster, 2000).

### 4.3.3 Public Transportation

In 2000, according to US Census data, fifteen Tuftonboro households did not have access to a vehicle. The closest bus service is in Moultonborough or Wolfeboro. There is no rail service. There is not sufficient volume to justify public transportation in Tuftonboro, although residents have expressed the need for some type of transportation service to meet the existing needs of the elderly. As the population continues to age, the need for elderly transportation will expand.

### 4.3.4 Traffic

Traffic on town roads has increased in recent years, as determined by the New Hampshire Department of Transportation from actual traffic counts. The average daily number of trips (AADT) since 1987 on Route 109 has increased gradually over time (see Figure 4.4). Trips along Route 171 have more than doubled in less than fifteen years, while trips on Route 109A north of Federal Corner Road have increased by 150% in the same time 1,000 daily trips in 1991 to nearly 2,500 in 2005.



Source: NH Department of Transportation 2006

### 4.3.5 Road Maintenance

Tuftonboro's roads are maintained by the Highway Department, located on Sodom Road. A 50' by 122' foot wood building and two storage buildings house the offices and equipment required to maintain the streets. The Road Agent is essentially a subcontractor to the town. The agent hires whatever help is needed and bills the town for the labor, equipment and materials.

In addition to local funding through property taxes, the state provides highway block grants to communities to assist with road maintenance. The amount of funding is based upon highway mileage. In fiscal year 2006 (which ended December 31, 2005), Tuftonboro received \$69,578 in state highway assistance. This constitutes about 22% of the annual operating budget. Other assistance is available for bridges.

Maintenance expended on roads while they are still in good condition costs less than repairs when roads are deteriorated.

### 4.3.6 Road Standards

All new roads built to serve development in Tuftonboro must be constructed to street design guidelines set forth in Tuftonboro's Subdivision Regulations. All roads have to be built to Town Standards. If residents want a private road to become a town road, there has to be a vote at Town Meeting.

### 4.3.6 Pedestrian and Bicycling Facilities

Tuftonboro is fortunate in that it contains recreational paths and trails for use by pedestrians. Some of the trails are on dedicated trail easements to the town. Others are on private property as permitted by the landowner and current use rules. The town currently does not have sidewalk or "streetscape" plans for any of its four villages. The benefits of safe and convenient pedestrian and bicycle opportunities include improved health, quality of life and air quality.

The *Lakes Region Bicycle and Pedestrian Plan* (February 2006) identifies Route 109A as part of the statewide bicycle route system, while Routes 171 and 109 are part of the regional bicycle route network. The *Plan* does not identify any local connectors or branch trails in Tuftonboro. Although these bicycle routes have been formally designated, there are no off-road formal opportunities in town and even the designated routes pose, in places, serious safety concerns.

#### 2005 Community Attitude Survey

Biking and walking are the types of outdoor recreation most often enjoyed by Tuftonboro's residents.

When asked what types of recreation should be available, 77% identified the need for walking trails (20% more than the next identified need of a playground).

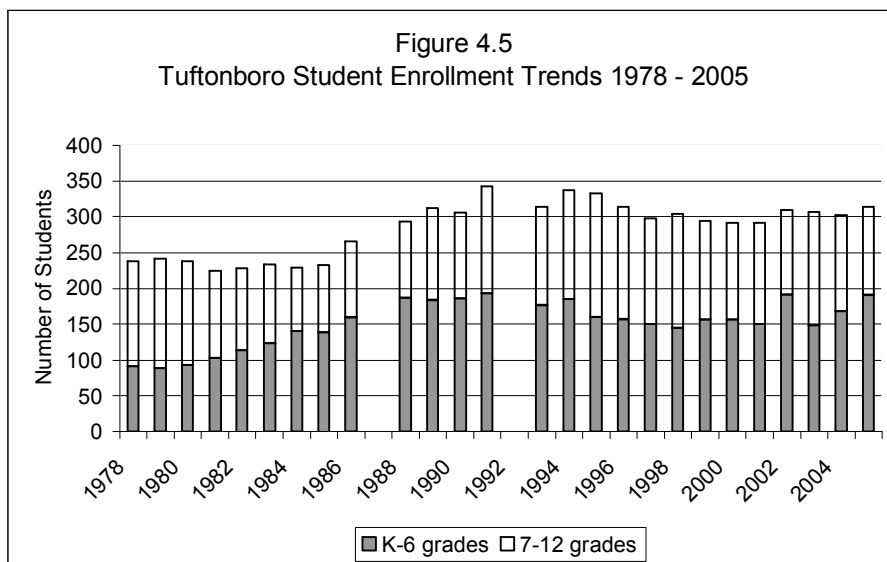


Pedestrian and cycling opportunities may be addressed and perhaps partially funded by the state and the region, but the Town of Tuftonboro is best suited for identifying appropriate routes and options for non-motorized trails. Designation of old Class 6 Town Highways as trails is also an option open to the town to assist in the expansion of trail opportunities. Other ways of expanding paths, trails and/or sidewalks as well as providing for street trees and other pedestrian amenities is to require their installation in designated village districts, in association with subdivision and/or site plan approval.

## 4.4 EDUCATION

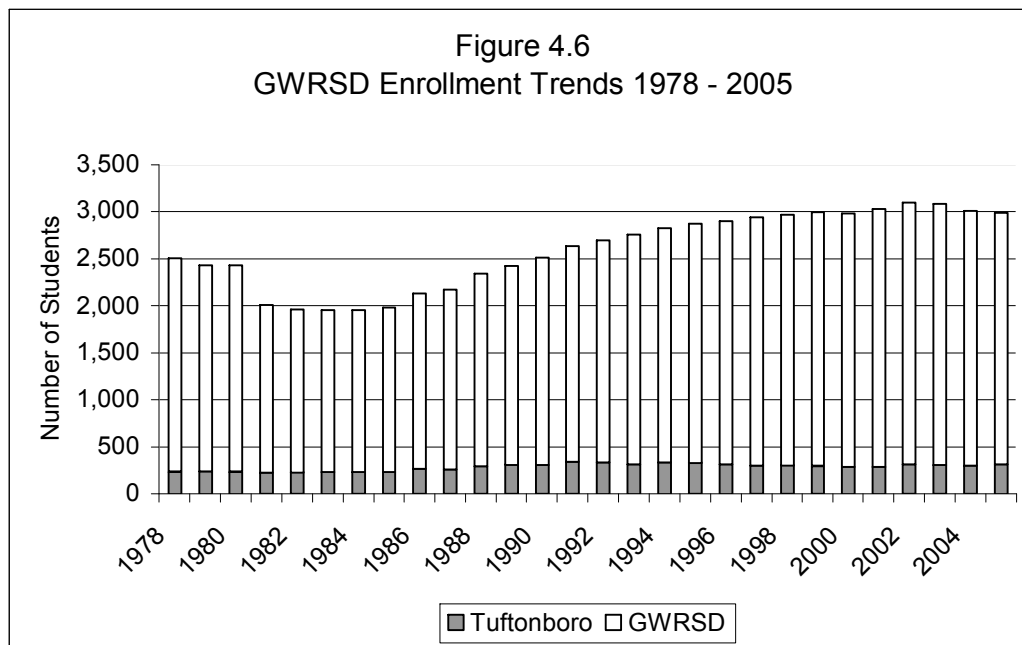
Since 1963 Tuftonboro has been part of the Governor Wentworth Regional School District (GWRSD). Other communities participating in the cooperative school district include Brookfield, Effingham, New Durham, Ossipee and Wolfeboro. The regional district covers the largest geographic area in the state. Members are very diverse in population and economic base.

Tuftonboro students attend Tuftonboro Central School for kindergarten through sixth grade. Students in grades 7 through 12 attend Kingswood Middle School and Kingswood High School located in Wolfeboro. Figure 4.5 illustrates the Tuftonboro enrollment trends for the past 27 years. Between the late 1970s through 1992 enrollment increased by about 20%, from 240 to 345 students. Since the early 1990s, enrollment has leveled off to approximately 300 students. National and state trends suggest a declining school age population; Tuftonboro's figures indicate a slight increase in the elementary school numbers.



Source: GWRSD Reports 1978 – 2005 (Data missing for 1987 & 1993)

For the past decade students from Tuftonboro have made up about 11% of the total number of students in the GWRSD (about 300 students).



Source: GWRSD Reports 1978 – 2005

In March 2006 the bond vote to raise \$20 million to build two new middle schools failed to receive the required two-thirds majority. The new schools were to be built in Ossipee and Wolfeboro. While the Board reassesses their options and the district's 20-year building plan, New Durham is currently studying the feasibility of withdrawing from the district. There have been other attempts by towns, including Tuftonboro, to withdraw, but the only successful one was Moultonborough who withdrew in 1980 and formed their own district.

## 4.5 PUBLIC SAFETY

New national and state emphases on public safety and emergency preparedness have benefited local governments in recent years by allocating resources for additional technical assistance, training, and equipment. New initiatives also require the preparation of community response and hazardous mitigation plans.

Tuftonboro's Emergency Management Director is currently working with the Red Cross to certify the school as an emergency shelter and working to update the town's emergency plan to bring it into compliance.

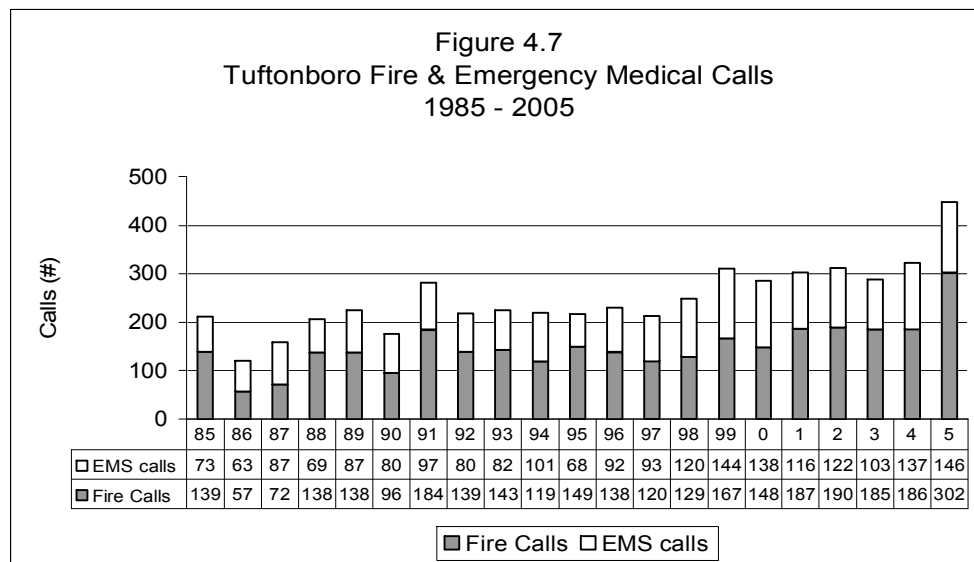
### 4.5.1 Fire Rescue Department

The Fire Rescue Department is currently made up of 24 members. There are two paid, full-time fire officers – the chief and the lieutenant. Fourteen of the 22 volunteers are Emergency Medical Technicians. The volunteers are paid for the hours spent training and for fire fighting.

The department has two stations located in Melvin Village and Mirror Lake. In 1960 the original Mirror Lake Station was built on Tuftonboro Neck Road on land donated by Grace and Charlie Rosell. It was renovated as a three-bay facility in 1986. In 1965, the present Melvin Village Station was built on land donated by the Melvin Men's Club.



The fire department's response area includes the entire town and, through automatic response agreements, surrounding communities. It has a mutual aid agreement with Moultonborough from the Tuftonboro town line to Suissevale and with Ossipee from the Route 171 area which is just out of the 5-mile range toward the Ossipee town line.



Source: Tuftonboro Town Reports 1985 - 2005

Figure 4.7 shows a doubling in fire and emergency calls since 1985. With the steady increase in emergency calls and the age of the existing facilities, the Board of Selectmen appointed a Public Safety Needs Committee in 2003. The purpose was to determine the present and future needs of the fire department as well as the police department.

The Committee noted that there are a number of general problems with both of the fire stations that need to be addressed in the near future. They include inadequate space and storage, security, and functionality. The Committee also determined that there does not appear to be suitable space at either facility for expansion nor does renovation seem like a viable option due to the age of the structures and the lack of space. A new public safety building was deemed by the Committee as the most appropriate means to meet the present and future needs of the community. Funds were raised at the March 2006 Town Meeting to find a suitable site for the new facility and to begin the design process.

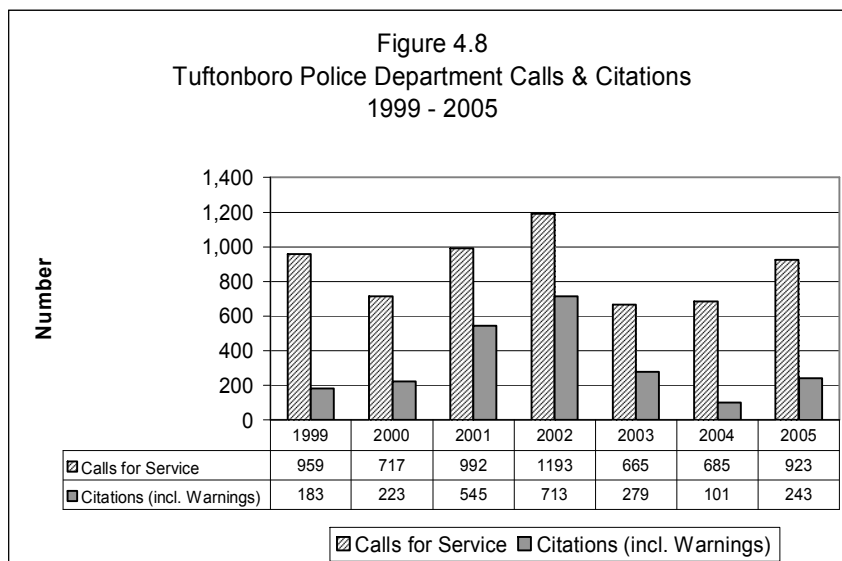
#### Fire Department Equipment

- Melvin Station: Engine 2, Utility 2, Airboat 1, ATV and OVMAA HAZMAT trailer
- Mirror Lake Station: Engine 4, Rescue 1, Forestry 1 and emergency generator
- Winners Circle Farm: Engine 1
- Pier 19 (summer months): Airboat 1

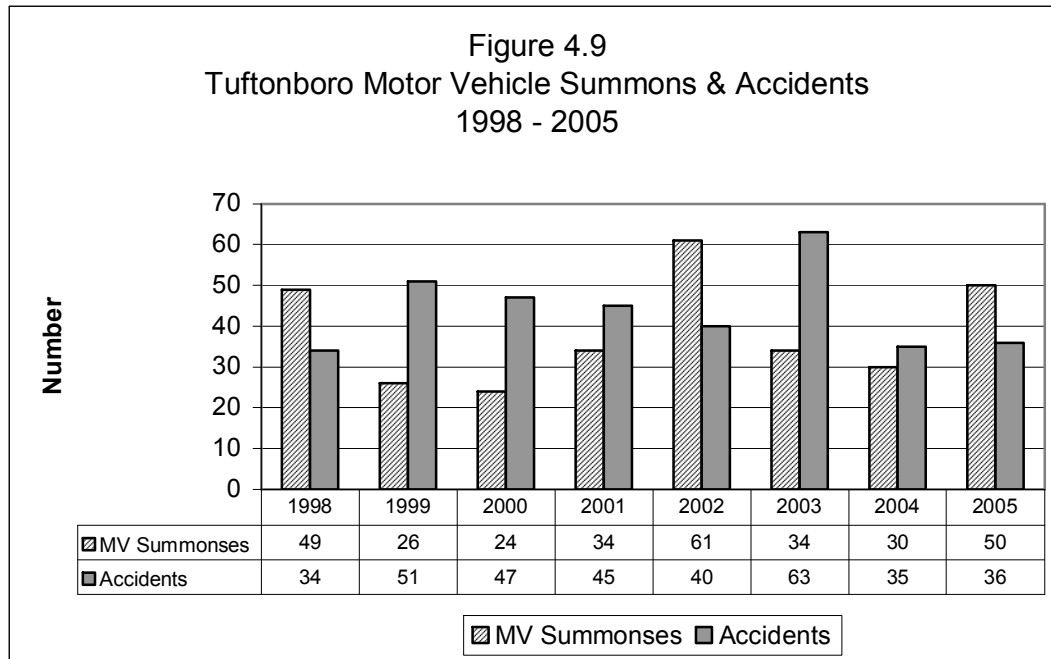
### 4.5.2 Police Department

The Police Department is located at the western side of Tuftonboro's Town Office building on Middle Road, Route 109A. As noted previously, the facility was opened in 1998. In 2006, the Tuftonboro Police Department's staff consisted of the Police Chief, a sergeant and two patrol officers. The town has had difficulty finding officers willing to work in Tuftonboro. The primary reasons for this are the small department with limited advancement opportunities, few high-profile cases for crime solving or courtroom work, and difficulty in finding affordable housing.

The trends in police activity for the seven years are shown in Figures 4.8 and 4.9. Crime related offenses showed the greatest percent increase during that seven-year period. Motor vehicle summonses have fluctuated depending on the number of officers available for patrol.



Source: Tuftonboro Town Reports 1999 - 2005



Source: Tuftonboro Town Reports 1998 - 2005

The Police Department purchases its vehicles through the general fund. The patrol fleet consists of four police cars. The life expectancy of each vehicle is about eight years. Every year the Department receives grants from the NH Highway Safety Agency for Selected Traffic Enforcement and Driving While Intoxicated Patrols. The funding provides additional coverage in an effort to make Tuftonboro's roads safer.

## 4.6 WATER AND WASTEWATER

Most local residences and businesses currently rely on private water and wastewater systems that are installed and maintained by the property owner. There are a number of community water systems that serve the camps and manufactured housing parks (see Chapter 3, Table 3.2).

In most parts of town the use of on-site disposal systems is feasible given the low density of development. System failures may be more of a concern in the town's villages, where systems are older and structures are on small lots and adjacent to the lake, making it difficult to replace failed systems.

The cost of maintaining on-site disposal systems has increased significantly in the past decade. Pumping out septic tanks can cost up to \$500 per visit. Such high costs have been attributed not only the increase in gasoline prices but also to the significant increase in the cost of disposing the septage. Septage is the material removed from septic tanks,

cesspools, holding tanks, or other sewage treatment storage units. Currently there are no septage treatment facilities in Tuftonboro so haulers must take the waste to other towns for treatment.

Tuftonboro assures access to a septage disposal facility for its residents, as required by New Hampshire RSA 485-A:5-b. However, it has become very expensive to haul septage to such facilities. As the population of the Lakes Region increases, so does the demand for practical septage solutions. There may be a time in the not-so-distant future when Tuftonboro decides to develop and maintain its own septage treatment facility for economical, environmental and public health reasons.

## 4.7 SOLID WASTE

Tuftonboro's transfer station opened in 1998 and has offered recycling and trash disposal since that time. The town dump was covered in 2002. Approximately 1,069 tons of refuse was processed and 139 tons of paper and cardboard was recycled in 2005. Glass, plastics and tin were not reported. Plans for improving the recycling program are underway.

Table 4.3 Refuse & Recycled Materials 2003 - 2005				
Year	All Materials in tons			
	Tin & Plastics	Paper & Cardboard	Glass	Refuse
2003	15	110	NA	1,036
2004	20	124	80	1,156
2005	NA	139	NA	1,069

Source: Tuftonboro Town Reports 2003 – 2005, NA: data not available.

For years, the town participated in the one-day household hazardous waste events sponsored by the Lakes Region Planning Commission. Since the opening of Wolfeboro's Hazardous Waste Facility, the town has partially reimbursed its citizens who pay for disposal at the facility.

In addition to daily trash disposal and recycling, Tuftonboro sponsors an Island Clean Up Day and the Road Clean Up in the spring.



## 4.8 RECREATION

With Lake Winnepesaukee its western border, Mirror Lake in the southeast, Mount Shaw to the northeast and the meadows in the north central part of town, recreational opportunities are numerous during all seasons of the year. Tuftonboro is for many, not only the place where they have chosen to live, but also swim, boat, snowshoe, skate, bike, fish or just enjoy being outdoors.

The 19 Mile Bay Recreation Area is Tuftonboro's most developed outdoor recreation facility. Other outdoor recreational opportunities abound in town, and are highly valued by local residents for traditional pursuits such as fishing and hunting, as well as walking, swimming, hiking, boating, cross country skiing and snowmobiling.



Much of the access to the outdoors depends upon the good will of private landowners. There are also public lands and facilities that are open to the general public (see Table 4.4). The library and elementary school are the indoor facilities. The Parks and Recreation Commission manages the town's recreation properties and equipment. The Commission also develops and implements the various recreation programs including Tuftonboro's instructional swim program at Nineteen Mile Bay.

Property	Size
19 Mile Bay Recreation Area	43 acres
Copps Pond (2 ac land + pond + marsh)	75 acres
Cow Island backland	145 acres
Cow Island beach lot	$\frac{3}{4}$ acre
Davis Field (baseball & soccer field, ice rink)	20 acres
Ernest Piper lot (for Christmas tree)	$\frac{1}{2}$ acre
Lake Road Access (Route 109)	Right-of-Way
Melvin Wharf & Beach	Right-of-Way
Mirror Lake Rs-O-W (Rte 109 & Lang Pond Rd)	2 Rights-of-Way
Tuftonboro Neck Road R-O-W to the Lake	2 places
Tuftonboro Colony Recreation Areas (2 lots)	4.01 acres
Union Wharf & Boat Launch	Right-of-Way

Source: Town Report & Tax Records 2006

## 4.9 CEMETERIES

There are a total of 74 cemeteries, graveyards and burial sites in town in various stages of use or abandonment. Nine are actively operated and maintained by the Cemetery Trustees. The only town-owned facility is the Town Hall Cemetery. There are approximately 470 spaces available and another 95 spaces for cremation. In addition, Town Meeting 2006 purchased land adjacent to the site for future expansion when necessary.

The town's cemeteries not only provide for the needs of the recently departed, they represent important cultural and historical resources. Efforts have been made to record both the town's cemeteries and individual grave sites, for historical and genealogical purposes. Other unmarked graves may also exist – in New Hampshire private burials are still allowed on private land, if registered with the Town Clerk.

## 4.10 ENERGY

The forest was the earliest energy source in Tuftonboro. In the 20<sup>th</sup> century, the town's land use patterns and economy have been shaped by the advent of other energy sources including electricity, gasoline, gas and oil. While the town has a very limited ability to influence local dependence on various energy sources, some town policies can influence the efficient use of energy resources. Further, through an understanding of the issues related to energy use, the town can more effectively plan for the future.

### 4.10.1 Electricity

The high cost of electricity to New Hampshire's consumers is a continuing issue for Tuftonboro's residents, especially as home-based businesses become more and more common.



### 4.10.2 Household Heating Fuel

Tuftonboro's residential energy users are supplied by a number of oil and natural gas suppliers in Carroll County. Table 4.5 compares data on primary heating fuel from the 1990 census and the 2000 census. That data suggest that wood is becoming proportionately less common as a primary heating fuel, perhaps as propane and oil are utilized in new residential construction. In addition, it appears that new construction plus heating conversions are reducing the use of electricity as a primary heating fuel.



Table 4.5 Primary Heating Fuel 1990 & 2000		
Type of Fuel	All Occupied Housing Units	
	1990	2000
Wood	22%	7%
Oil/Kerosene	59%	78%
Gas-Propane	8%	12%
Electricity	10%	3%
Solar/Other	1%	0%

Source: US Census 1990 & 2000

As discussed above, the relatively high cost of electricity is largely responsible for the popularity of oil and gas for home heating. However, with the recent jump in oil and gas prices, an increased reliance on wood and other sources may occur.

### 4.10.3 Transportation Fuel

As is the case in most of New Hampshire, the private automobile is the dominant means of transportation in Tuftonboro. This is underscored by Tuftonboro's increasing role as a bedroom community. While heavy reliance on private cars is not likely to change in the near future, there are some opportunities for the town to reduce dependence on private cars and increase energy efficiency.

An energy issue related to commuting is the emergence of a strong base of workers running home-based businesses in Tuftonboro. As more and more workers can commute electronically from their homes, instead of driving, accommodating home occupations has become an important part of the town's economic, energy and transportation planning policy.

### 4.10.4 Renewable Energy Sources

There are a number of opportunities for the use of renewable, locally-generated energy sources in Tuftonboro including wind and solar, although the realistic potential for fully utilizing these resources is not known.

Wood still serves as the primary source of home heating fuel for a number of Tuftonboro households and probably provides a back-up or supplemental heating source for many more. This is one area in which the town could be mostly self-sufficient for energy supplies. Encouraging sound forestry management and retention of an adequate land base to allow for sustainable timber production are important ways to encourage this self-sufficiency.

## 4.11 COMMUNICATIONS

Local communications networks, in addition to letting people know what is going on around town are critical for building and maintaining community ties. Beyond the local grapevine, these have included:

- the post office – Tuftonboro has three local post offices, though there are five different zip codes;
- newspapers and newsletters – including regional daily, weekly newspapers and seasonal newsletters;
- “posting” notices of meetings and events on town and community bulletin boards;
- annual town meetings and reports;
- the larger community network of social clubs and service organizations;
- the town's website ([www.tuftonboro.org](http://www.tuftonboro.org)); and
- radio, television and broadband Internet access.



Local residents rely on public airwaves for radio and television reception, invest in private satellite systems or contract with a local cable provider. The town is currently divided between four telephone exchange areas which provide a variety of fee-based phone services. All Tuftonboro residents and businesses may access the Internet, for additional fees, through existing phone lines and/or cable. DSL is not available nor is cable in some parts of town. For those outside the cable service area seeking high speed connections, Internet access has been achieved through satellite. Tuftonboro Free Library provides public access to the Internet.

Cell phone coverage is also available locally, though the extent of current coverage is not complete, given local topography. Currently there are no cell towers in Tuftonboro.

## 4.12 *COMMUNITY, HEALTH & SOCIAL SERVICES*

Towns were once responsible for overseeing local health and social services, including care of the poor. Today, most of these responsibilities are born by the state or county, and a regional network of service providers that include many non-profit organizations. Each year Tuftonboro voters support the work of organizations that provide much needed services to local residents through annual appropriations.

Most health and social services are not available locally, but can be found in neighboring communities. There is also one licensed child care facility based in town and no elder care services. It is assumed that most parents find child care near their place of work.

### **2005 Town Funded Local & Regional Organizations**

VNA-Hospice  
 Northern Human Services – Mental Health  
 Life Ministries  
 Meals on Wheels  
 American Red Cross  
 Tri-County Community Action  
 Center of Hope  
 Starting Point  
 Kingswood Youth Center  
 Medication Bridge Program